

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	Albania	REPORT	[REDACTED]
SUBJECT	1. Tirana-Vlone Railroad 2. Transportation Facilities	DATE DISTR.	24 November 1954
DATE OF INFO.	[REDACTED]	NO. OF PAGES	1
PLACE ACQUIRED	[REDACTED]	REQUIREMENT NO.	RD 25X1
		REFERENCES	

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1. In recent years, the railroad net in Albania was enlarged by the construction of a new single-track railroad line from Tirana to Vlona via Elbasan. Most of the rolling stock and locomotives operating in the country was over-aged Italian equipment. Some locomotives, however, were recently imported from Czechoslovakia and the USSR. 25X1
2. Roads in the country were in poor condition except in the towns. Asphalt roads were practically non-existent. Most of the motor vehicles operating in Albania were Soviet make; de luxe cars have been furnished by Czechoslovakia. Ownership of such cars was restricted to government and party agencies. Taxicabs operated only in Tirana and some other towns. For this reason trucks were also used for passenger traffic. 25X1
3. Albanians who wanted to travel in the country had to submit their identity cards to the traffic enterprise which they intended to use. Passengers who have been granted tickets find their names on lists published by the traffic bureau. Timetables were seldom kept.

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Comment. So far, only two railroad lines were known to exist in Albania - one running from Durazzo on the Adriatic coast to Tirana, and another one running from Durazzo to Elbasan via Pegin. On the basis of a map study, it is believed that the new line reportedly built from Elbasan to Vlona utilizes the Durazzo-Pegin line section and then extends from Pegin to Vlona along the Adriatic coast. The railroad net plays a relatively minor role in Albania. Railroad equipment was previously furnished by Italy. After the integration of Albania into the Eastern Bloc, it is believed that railroad equipment is furnished by the USSR or her satellites. Roads in Albania are doubtlessly in poor condition.

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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